

# Chapter 4

## Planning Coordination

Transportation planning is increasingly complex, requiring coordination with decision-making bodies from all levels of government and with the private sector to ensure the balanced, effective, and affordable provision of transportation facilities and services. In the past, Loudoun County worked with one state transportation agency to plan, construct, and maintain roadways. Today, local planners must include not only roadways in their repertoire of transportation solutions but also transit, pedestrian and bicycle accommodations. Planning in Loudoun is done in coordination with the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), the Metropolitan Washington Council of Governments (COG), Washington Metropolitan Area Transit Authority (WMATA), the Transportation Coordinating Council of Northern Virginia (TCC), and the Northern Virginia Transportation Commission (NVTC), among others. In the future the County will need to coordinate with the new regional transportation authority that was established by the 2001 Virginia General Assembly. Environmental awareness as reflected in national legislation such as the National Environmental Policy Act, Clean Air Act, and the Transportation Equity Act for the 21st Century, requires a greater emphasis on analyzing the impacts that all forms of transportation have on the natural and built environment. Increasingly, citizens are demanding to have more influence in the planning and decision-making process, requiring more opportunities for public input and transparent decision-making.

The County's strategy for coordinating transportation planning involves extensive participation in various regional planning processes to ensure the smooth coordination of facility and service provision, the full implementation of state and federal law, and the ability to maximize the state and federal funds for transportation improvements. Arterial, major collector roads, and many transit services are regional in nature and require a cooperative planning and environmental evaluation approach. Agreements reached by regional transportation planning bodies directly impact the timing and funding of major transportation projects.

With each decade since 1960, national legislation has placed greater emphasis on analyzing the impacts that all forms of transportation have on the natural and built environment. In addition, the County has placed greater emphasis on rural character and the retention of historic landscapes in its land use documents. The *Revised Countywide Transportation Plan* proposes policy guidelines to address these various trends and requirements in support of federal requirements, the *Revised General Plan* and other adopted land use planning documents.

### Regional Transportation Coordination

There are a number of issues arising from an economic and legislative environment in which the County must respond to new rules, conditions and pressures, both locally and regionally. Loudoun County must do its part in helping the Washington D.C. Metropolitan Region comply with the 1990 Clean Air Act Amendments so that federal road construction money is not withheld. Given the substantial funding shortfall in the Region, the County must actively participate in regional coordinating efforts to help identify priority transportation improvements.

Loudoun County and adjoining jurisdictions need to plan coordinated improvements to regional roads and public transportation facilities and services to ensure they accomplish a regional transportation function. Two types of traffic define this regional function. First, there is regional through traffic that does not originate or terminate in Loudoun County, but rather flows through the County in a north-south or east-west direction. This traffic will largely be served by the County's network of principal and minor arterials.

Traffic forecasts for the years 2010 and 2020 indicate that these arterial roads will need considerable improvement. Second, there is traffic whose origins and destinations are within the County. This traffic is often served by major and minor collector roads connecting them to arterial roads. The following text provides a description of the various regional agencies with which the County coordinates.

### A. The National Capital Region Transportation Planning Board (TPB)

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region. The TPB plays an important role as the regional forum for transportation planning. MPOs prepare plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to their regions. The TPB's primary activities are the development of a 20-year Constrained Long-Range Plan (CLRP) and a six-year Transportation Improvement Program (TIP). Members of the TPB include representatives of local governments; state transportation agencies; the Maryland and Virginia General Assemblies; WMATA; and non-voting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB's activities are closely coordinated with COG's programs for forecasting population and employment for the region, and with the air quality planning activities of the Metropolitan Washington Air Quality Committee (MWAQC).

The CLRP responds to new federal requirements that funding sources be identified for all strategies and projects included in long-range plans. Updated at least every three years, the CLRP includes only those projects and strategies that can be implemented over the planning period with funds that are "reasonably expected to be available." The TIP shows how portions of the CLRP will be implemented over the first six years of the planning period. Individual projects in the CLRP and TIP are often analyzed in more detail in corridor or sub-area studies. These studies are conducted by state and local agencies in cooperation with the TPB, and in accordance with federal procedures. Loudoun County projects must be on this six-year program in order to receive federal or state funding. Because the TPB places a project in the CLRP only after a funding source is identified, the placement of a project in the CLRP and TIP creates a high probability that the project will be constructed.

One reason for the strict criteria for project placement in the CLRP is that, under federal law, metropolitan areas must demonstrate that they comply with the Clean Air Act Amendments of 1990 and with a United States Environmental Protection Agency (USEPA) memorandum of March 1995 on the phased attainment process.

### B. The Northern Virginia Transportation Commission (NVTC)

In 1990, the Loudoun County Transportation District Commission was dissolved, and Loudoun County became a member of the NVTC. The Commission is responsible for coordinating public-transportation planning and funding in Northern Virginia. NVTC receives and administers the gas-tax funds from Loudoun County. Funds for projects selected for gasoline tax funding by the Board of Supervisors are released to these projects by NVTC upon request of the County.

### C. The Transportation Coordinating Council (TCC)

In 1991, the TCC was established by a Governor's Executive Order to the State Legislature. The TCC identifies priority projects for regional Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program funding each year. It coordinates Northern Virginia inputs into the regional TPB. The Northern Virginia 2020 Transportation Plan (2020 Plan) was prepared and endorsed under the guidance of this council. A main effort underway in 2000 is the Land Use/Transportation Task Force, which is seeking to improve coordination between revised land use policies and transportation policies and priority projects.

The County must work with its neighboring jurisdictions and through regional institutions to achieve solutions for regional transportation problems to maximize the County's receipt of federal funding for key transportation projects. Federal and state laws form the framework for the County's participation in the TPB, TCC and NVTC. The magnitude of the resources needed to fund major highway or transit projects, such as rail to Dulles Airport and to Loudoun stations, is so large that, realistically, they are only available through regional organizations and processes. For example, the capital costs of the Dulles Corridor BRT/Rail Project are now estimated to be \$2.1 billion. Loudoun County must exert its role in the region as an employment center to have other entities recognize its emerging, substantial role in the region and the Washington, D.C. Metropolitan area.

## Regional Transportation Coordination Policies

1. The County will continue to participate as a member of regional transportation planning agencies to increase the County's role and status in the regional planning arena and to generate support for transportation projects that are consistent with the *Loudoun County Revised Countywide Transportation Plan*. To this end, the *Revised Countywide Transportation Plan* identifies, in Appendix One, Recommended Regional Road Improvements, those road improvement projects in the region that are important to the continued improvement of the Loudoun County road network. The list of projects in this Appendix is intended to be a guide and will be updated on a regular basis through the regional process, cooperation with other localities, and by resolution of the Board of Supervisors.
2. The County will continue to work with other localities on specific issues of mutual concern, such as the Route 28 Highway Transportation Improvement District (HTID) and the Dulles Corridor Task Force, and to seek regional support for county transportation initiatives.
3. The County will hold a regular meeting with officials and citizens of area towns to discuss transportation issues and opportunities. This effort should be made a regular part of the County's role in the state's Virginia Transportation Development Program and Secondary Road Improvement Programs and, in other cases, where mutual or regional transportation issues and opportunities arise.
4. County resources will be focused on priority issues and projects. The County will develop an annual regional planning objectives strategy. The strategy will identify the priority projects, the required or preferred funding package or action/solution, regional planning agencies and committees that must support the proposal, and the staff and/or officials to represent the County before those committees and agencies.

## State and County Partnership Roles

The regional transportation planning process described above reflects the fact that freeways, arterials and major collectors are regional roads. Minor collector roads and local roads, however, are addressed largely through the County and state coordination of the Secondary Road Improvement Program (SRIP). In addition to regional coordination processes, Loudoun County devotes attention to coordinated regional approaches through more traditional channels, including:

- Its cooperation with County towns and adjoining counties, both informally and through more formal exchange of referrals with neighboring jurisdictions such as Fairfax and Prince William Counties and regional bodies, such as Dulles Airport;
- Its relationship with VDOT through the Virginia Transportation Development Program (VTDP) and SRIP as well as special projects;

- Its coordination with VDOT and developers in the land-development review process regarding road-improvement matters;
- Its involvement in developing a legislative program in Richmond and its relationships with other jurisdictions through the state legislature.

VDOT has the responsibility for maintenance and operation of the public roads in Loudoun County. However, the County and the state share the responsibility to ensure that new roads, designed and constructed by the private sector, meet standards that allow their acceptance into the state system for maintenance/operation. The County intends to continue the current VDOT/County relationship and to implement changes in VDOT policies and standards. These changes will provide a cost-effective and safe road network with flexibility to accommodate the County's land use and community design objectives.

The County continues to encourage VDOT to participate as a member of the County's transportation planning team. At the same time, the County will continue its present practice of reviewing VDOT project plans for VTDP and Secondary Road Improvement Programs, while taking steps with VDOT to arrange a more formal role for the County and local citizens and associations in the design process. The County will continue to urge VDOT to design its projects in rural Loudoun County with more sensitivity to the environment, the ambiance, and rural character of the area. Examples of road improvements that have been designed with extensive participation by the County and local citizens include Snickersville Turnpike (Route 734), and Lime Kiln Road (Route 733).

## State and County Partnership Policies

1. The County will continue to encourage the Virginia Department of Transportation (VDOT) to participate in long-range planning processes to provide the input for the formulations of County transportation policy.
2. The County will increase its involvement in VDOT decision processes and will continue to seek mutually acceptable policy positions through formal and informal channels. Participation of local citizens and associations in local road design will be encouraged as part of the Primary and Secondary Road Programs.
3. The County will continue to seek VDOT's input into development applications through the County's application referral process, and by working with VDOT and applicants to ensure that proposed public streets are accepted into the state's system.

## Level of Service Standards

The County devotes attention to the comprehensive review of land development applications. The adequacy of the road network serving a property is frequently one of the most significant issues faced in the development process. The *Revised General Plan* and associated area plans outline where growth can occur and the allowable densities, while the *Revised Countywide Transportation Plan* provides direction concerning existing and planned transportation facility capacities.

The *Revised Countywide Transportation Plan and Facilities Standards Manual* (FSM) serve as a guide for all transportation improvements in the County. Specific provisions of the *Land Subdivision and Development Ordinance* (LSDO) and the Zoning Ordinance also address the intended purpose that various types of roads serve different kinds of development. Land development proposals are reviewed for conformance with the policies of the *Revised Countywide Transportation Plan* as well as to determine whether the planned transportation network can support the proposed development. The County provides

specific criteria in evaluating applications that will be used to ensure that higher intensity development typical of the Suburban Policy Area does not lead to a drop in level of service (LOS) below LOS 'D' on roads. LOS 'D', on a scale of 'A' through 'F', is an accepted design goal during peak periods for transportation facilities in urban areas. Travel speeds and the freedom to maneuver under LOS 'D' begin to decline with increasing volumes due to the traffic stream's limitation on absorbing disruptions. Traffic conditions, nonetheless, are stable and severe congestion is avoided. Maintaining LOS 'C', characterized by less impeded conditions, throughout the day is not practical and would be cost prohibitive to implement in an urbanizing area. The *Revised Countywide Transportation Plan* states that the LOS on the eastern road network should not fall below LOS 'D'.

## Level of Service (LOS) Standards Policies

1. Land development will only occur along roads that currently function at Level of Service 'D' or better in the Suburban and Transition Policy Areas where planned road improvements would improve the level of service; or alternatively development may occur where the developer provides the improvements consistent with the phases of the development in a timely manner such that the LOS does not fall below LOS 'D'. Improvements for the first phase of a development will be provided in advance of development.
2. Level of Service 'D' or better must be demonstrated for new development at the time of the construction of the first residential unit or commercial/industrial building in the Suburban and Transition Policy Areas, using peak hour and daily traffic volumes, for existing and future road network.
3. A traffic analysis will be performed as required by the Zoning Ordinance and *Land Subdivision and Development Ordinance*. Traffic studies are required for land use applications regardless of the number of trips or the size of the development. However, the scope of the traffic study information can vary depending on the specific case and location. Transportation staff will meet with the applicant to discuss and agree on the scope of the study prior to submission.
4. The first and subsequent phases of development of each project permitted by rezoning will be defined by the actual capacity of the existing road network or improvements to be completed by the developer, VDOT or others prior to the completion of any residential or other approved land use by the existing level of service.

## Local Control and Management Options

In Virginia, responsibility for roads in most counties lies with the state. However, state legislation permits counties to take responsibility for road management. This local control is mandatory in incorporated communities larger than 3,500 people and in cities. Leesburg presently has this responsibility and Purcellville is likely to be required to take this on soon. Recent indications are that the state may encourage increased local responsibility as a means of reducing costs. The terms of transferring responsibility from VDOT to Loudoun County would require agreement by the Commonwealth Transportation Board and voter approval in a public referendum. Local management and responsibility for roads would entail significant costs to the County.

It has been estimated, based on a 1993 Fairfax County study, that should Loudoun choose to maintain its local roads, the County could face annual maintenance expenditures of up to \$10 million, depending on the level of state funding to the County. This figure does not include the potentially larger costs of additional preconstruction and review staff, equipment, materials, and other costs associated with local control of secondary roads. For now, the County has chosen to continue relying on VDOT's management and

maintenance support of all primary and secondary public roads in the county. The County will simultaneously examine ways of working with VDOT to allow for the efficient and flexible use of maintenance funds for appropriately-designed improvements.

The Public-Private Transportation Act of 1995 (PPTA) is the legislative framework enabling the Commonwealth of Virginia, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities. The public entities may either solicit or accept unsolicited proposals from private sources. Loudoun County may exercise the opportunities offered by the PPTA to fund needed transportation improvements in the Route 28 and Dulles Greenway Corridors. Planned transportation projects beyond those currently constructed in these corridors will be evaluated to assess whether application of the PPTA is appropriate.

## Local Control and Management Options Policies

1. The Virginia Department of Transportation (VDOT) will continue to have jurisdiction over all public roads in Loudoun County.
2. The County will favorably consider transportation projects that minimize the fiscal impact of construction, operation and maintenance on the County, to the extent that such projects are also consistent with the County's land use, environmental and historical preservation policies.
3. All roads to be maintained by VDOT will be built to VDOT standards or VDOT permitted variations from VDOT standards for admission into the state system. Twenty-five mph design speeds will be used for new local subdivision streets in all policy areas wherever possible.
4. The County will participate in the review of any transportation projects proposed for construction in Loudoun County under the provisions of the Virginia Public/Private Transportation Act of 1995 (PPTA).

## Green Infrastructure Protection

As development occurs in Loudoun County, pressures on existing transportation infrastructure will increase. Current roads may need to be preserved, rebuilt, or relocated. New roads may need to be constructed, and alternate means of transportation may need to be identified and provided. National legislation in recent years places greater emphasis on analyzing the impacts that all forms of transportation have on the natural and built environments. The *Revised Countywide Transportation Plan* provides policy guidelines to support the *Revised General Plan* and other adopted land use planning documents. The *Revised Countywide Transportation Plan* supports the *Revised General Plan* policies for protection of the Green Infrastructure as implemented by the Ordinances, with the addition of specific environmental policies to address transportation-related impacts. Further, the Plan supports participation in regional and state efforts to improve and protect the natural environment. This section addresses the impact transportation has on both the natural and built environments, focusing on air quality, noise, and heritage resources. Additional policies on these issues can be found in Chapter Five of the *Revised General Plan*.

### A. Air Quality

The Washington D.C. Nonattainment Area, of which Loudoun County is a part, must meet the emissions reductions requirements of the Clean Air Act Amendments (CAAA). The CAAA specifies dates by which clean air standards must be attained and requires the preparation of a plan identifying the measures to be employed and an implementation schedule for attainment. The Washington, D.C. Metropolitan Area is



designated by the USEPA as a serious non-attainment area for ozone pollution. As such, it is required to submit plans demonstrating how emissions that contribute to the formation of ozone will be reduced to levels that bring the Region into attainment status by 2005. The regional Transportation Improvement Program (TIP) and Financially Constrained Long-Range Plan (CLRP) are required to have a finding of Air Quality Conformity each time they are updated.

The most recent updates for the 2001-2006 TIP and 2002 CLRP achieved a conformity finding from the Transportation Planning Board (TPB). The Washington Region achieved its required 24-percent reductions from 1990 pollutant levels by 1999. However, the round of air-quality analysis conducted by COG in 2000 showed the region would attain conformance with reduced pollutant levels in 2005 by very narrow margins. A recent test run of the conformity assessment showed that projects proposed for the 2002-2007 TIP would not pass conformity, largely due to the increase in the number of sport utility vehicles (SUVs) on the region's roads. SUVs are classified as trucks and thus are not required to meet the same emissions standards as cars. Proposed projects not yet in the TIP and CLRP could be delayed until emissions decrease.

There have been recent court challenges to the region's designation as a serious non-attainment area, arguing that it should be reclassified as a severe non-attainment area. If this were to occur, the Region would need to conform to vehicle emissions levels at 1999 levels for future forecast years 2006, 2010, 2020. This could result in immediate transportation sanctions and a loss of federal funding for highway projects.

It is very important that Loudoun County adopt policies that are supportive of lowering total vehicle emissions and meeting air quality standards. The County's land use policies, calling for clustered density at major transit nodes and implementation of transit routes are helpful. In the *Countywide Transportation Plan*, there must be comprehensive policy support for modes other than the single-occupant auto. These policies must promote new transit and ridesharing services—rapid rail, light rail, express interjurisdictional bus, and local bus as well as car and vanpools. They should include bicycle and pedestrian improvements as well as travel demand management strategies such as telecommuting and flexible work hours. As outlined in Chapter Two of the *Revised Countywide Transportation Plan*, the County supports these types of measures to reduce the use and dependence on the private automobile.

## Air Quality Policies

1. The County will participate in the regional Clean Air Act Attainment Plan development and implementation process.
2. All transportation planning will be conducted within the context of meeting the Federal Air Quality Standards established for the region by the Clean Air Act Amendments of 1990 and the federal Environmental Protection Agency (EPA).
3. The County will implement land use policies that will reduce vehicular trips and vehicle miles traveled to achieve the air quality standards required by the federal, state or County government, whichever are the most stringent. Such land use measures may promote pedestrian facilities, bicycle use, ridesharing, mass-transit options, and mixed-use communities.

## B. Noise

Residents living in close proximity to major transportation corridors could be exposed to highway noise and, in the future, to rail noise. It is the County's intention to protect residents within reasonable limits by applying recognized standards. To implement this objective, the *Revised Countywide Transportation Plan* recommends adopting a highway noise ordinance in accordance with the State Noise Abatement Policy that outlines the standards for noise abatement that comply with federal laws (Appendix Four). This will ensure that the County receives state assistance in mitigating traffic noise problems near existing developments. The County also should adopt the state standards into the Zoning Ordinance to ensure that future development protects itself from noise problems. These projects are not intended to apply to temporary noise sources such as VDOT transportation construction projects. The Virginia State Noise Abatement Policy can be found in Appendix Four of the CTP. The County's airport and construction noise policies can be found in Chapter Five of the *Revised General Plan*.

### Noise Policies

1. The County will use the *Revised General Plan's* Highway Noise Policies, which outline maximum acceptable design year noise levels for residential uses, parks and recreation areas, as well as public and quasi-public and/or other noise-sensitive land uses along specific corridors.
2. The County will require that all future land development applications that propose land uses adjacent to any of the existing and/or proposed arterial and major collector roads will be designed to ensure that no residential or other type(s) of noise-sensitive use(s) will have Traffic Noise Impacts, which occur when the predicted traffic noise levels approach or exceed the noise abatement criteria (Table 4-1, pg. 4-8), or when the predicted traffic noise levels substantially exceed the existing noise levels. To determine the predicted highway noise levels and to assess noise impacts at a particular location, a land development applicant will be required to use the latest version of the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108, as amended). The design year noise level will be understood to be the noise associated with probable traffic volumes for said arterials and major collectors at a time of 10 to 20 years from the start of construction.

**Table 4-1: Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Level in Decibels (dbA)**

Activity Category	Leq (h)	Description of Activity Category
A	57 (exterior)	A 57 (exterior) Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residential yards, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (exterior)	Commercial uses or developed lands, properties, or activities not included in Categories A or B above.
D	---	Undeveloped lands
E:	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Note: Traffic noise impacts can occur below the NAC. The NAC are not federal standards or desirable noise levels; they should not be used as design goals for noise barrier construction. The NAC should only be used as absolute values which, when approached or exceeded, require the consideration of traffic noise abatement measures.



3. The County will amend the Zoning Ordinance to implement the State Noise Abatement Policy, thereby minimizing future highway noise impacts and qualifying the County for state assistance in the event noise-abatement features are needed to protect existing developments.
4. The County discourages the use of structural noise abatement measures such as concrete walls unless federally acceptable noise levels cannot be reached by other means. When used, noise walls should include design elements such as articulated walls and gradual descents that blend with natural features in the landscape. Walls should be supplemented with appropriate landscaping and reflect the character of the surrounding natural environment.
5. The County will endeavor to attribute construction and maintenance costs associated with noise abatement measures needed for land development activities to the associated development(s) in whole or in part.

## C. Heritage Resources

The rural character of the County is deeply associated with the County's rich history. Stone walls and tree-lined rural roads frame great expanses of farmland dotted with historic homes, barns, and small farm structures creating a unique Loudoun landscape. In addition to these scenic resources, there are six County-administered historic districts, two town-administered historic districts and one historic district on the Virginia Register of Historic Places. Loudoun has 49 historic sites listed on the National Register of Historic Places and five National Landmark sites. These sites are major tourist destinations. The impact that roads and other means of transportation have on the rural landscape must be considered during the design of road-improvement and new construction projects. These sites are closely tied to their rural settings and can be negatively affected by road projects.

One method used by the County to help facilitate the preservation of scenic roads and their associated landscapes is through state-designated "Virginia Byways", as authorized by the 1966 Scenic Highway and Virginia Byways Act. Virginia Byways are corridors with significant aesthetic and cultural value, leading to or lying within areas of historical, natural or recreational significance. Virginia Byways designation could ensure valued heritage resources are considered as part of road improvement and maintenance projects. The designation does not guarantee the conservation and protection of roadways or their adjacent corridors. Local land use controls are still needed to preserve the unique character of the Virginia Byway corridor. Thirteen Virginia Byways are located in the County. They are:

- Route 15 (James Monroe Highway) from Route 50 to Maryland;
- Route 662 (Clarkes Gap Road) from Waterford to Route 9 at Paeonian Springs;
- Route 665 (Loyalty Road) from Taylorstown to Waterford;
- Route 690 (Mountain Road) from Lovettsville to Hillsboro;
- Route 704 (Harmony Church Road) from Hamilton to Route 15;
- Route 719 (Woodgrove Road) from Round Hill to Hillsboro;
- Route 734 (Snickersville Turnpike) in its entirety;
- Route 673 (Milltown Road) from the intersection with Route 287 in Lovettsville to the intersection with Route 681;

- Route 681 (Milltown Road) from the intersection with Route 673 to the intersection with Route 698 in Waterford;
- Route 722 (Lincoln Road) from the southern boundary of Purcellville, including the JLMA to the intersection with Route 728;
- Route 728 (North Fork Road) from the intersection with Route 722 to the intersection with Route 731, and;
- Route 731 (Watermill Road) from the intersection with Route 728 to the intersection with Route 734.
- Old Route 7 (Colonial Highway) from Route 699 to Route 287 (approved February 2001).

The County will also seek Virginia Byway designation for John Mosby Highway (Route 50), Route 626, Edwards Ferry Road (Route 773), Harpers Ferry Road (Route 671), and Charles Town Pike (Route 9).

Section 6-1803 of the *Loudoun County 1993 Zoning Ordinance* provides an opportunity for the County to further protect historic roads through the designation of Historic Roadway Districts and Historic Access Corridor Districts. The County will pursue the creation of the Beaverdam Historic Roadway District. In addition, Routes 50 and 626 through the Mosby Heritage Area and Route 621 will also be considered for designation as Historic Roadway Districts.

See also Chapter Five of the *Revised General Plan* for additional policy direction on the County's heritage resources.

## Heritage Resource Policies

1. The *Revised Countywide Transportation Plan* maintains and supports the policies contained in the General plan, as implemented by the Zoning Ordinance, to protect the cultural, historical and archeological resources, the agricultural and forestal districts, "Virginia Byways" and overall rural and community character features in the county.
2. In accordance with the Heritage Resources Policies in Chapter Five of the Revised General Plan, the County will implement measures to protect cultural, historic and archaeological sites which are affected by state-funded road improvement projects.
3. The creation of Historic Roadway Districts and Historic Access Corridors will be pursuant to Section 15.2-2201 and 15.2-2306 of the Code of Virginia, respectively. No property may be placed in any type of historic roadway district or historic access corridor without the written consent of a two-third majority of the property owners in the district.
4. The County will identify, define, and/or designate Virginia Byways, Historic Roadway Districts, and Historic Access Corridor Districts beneficial to preserving the rural and community character of the county.
5. To protect the historic character, the surrounding landscape, and the cultural importance as part of the "Old Carolina Road," the County will designate Evergreen Mills Road as an Historic Roadway District as provided for in the Zoning Ordinance with a specific historic roadway district area plan.
6. To protect and preserve the historic character of the historic roads in the southwestern part of the County, the County will designate the network of 32 historic roads, which will be known as the "Beaverdam Historic Roadways District," as a Historic Roadways District as provided for in the

Zoning Ordinance. The Beaverdam Historic Roadways District is generally located south of Route 734 and north of Route 50 and is bounded to the east by Route 611 and to the west by the Blue Ridge Mountain slopes.

7. To protect the entrance corridor to the National Register Middleburg Historic District, as well as the scenic and historic character and importance of the first paved road in the Commonwealth, the County will designate Route 50 through the Mosby Heritage Area as an Historic Roadway District as provided for in the 1993 Zoning Ordinance. To further protect the entrances to the Middleburg Historic District, the County will designate Route 626 (Foxcroft Road and The Plains Road) as a Historic Roadway District as provided for in the 1993 Zoning Ordinance.
8. The County will pursue Virginia Byways designation by the Commonwealth for Charles town Pike (Route 9), Harper's Ferry Road (Route 773), Route 50 (through the Mosby Heritage Area), and Route 626 in its entirety.